

# MUNITIMES



Photo: Bill Owyang

## New Facility to Open

### H. Welton Flynn Honored

The former U.S. Steel supply building on Harrison Street, which has been reconstructed to be Muni's largest diesel division, will be officially named and dedicated as the H. Welton Flynn Motor Coach Division on Friday, July 21st.

H. Welton Flynn is the longest serving commissioner on the Public Utilities Commission. He was appointed by Mayor Joseph Alioto in 1970 and has served additionally under Mayors Moscone, Feinstein, and Agnos. He has been President of the Commission six times and over the past 19 years, been instrumental in carrying out the PUC's affirmative action/minority business program and has contributed to a vast number of projects to improve Muni.

The new Flynn Division will open for operations in mid-September. Initially, Muni's fleet of 100 articulated buses will be stored and maintained at Flynn. Muni will assign an additional fleet of between 40 and 56 standard coaches to the new division by January 1990.

# Dear Rider,

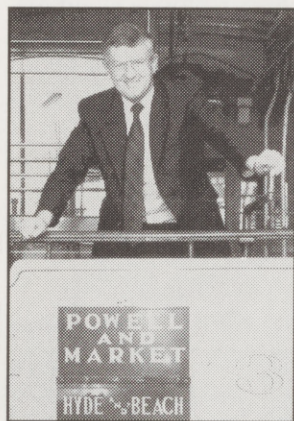


Photo: Bill Owyang

The beginning of Fiscal Year 1989-90 presents us with a much rosier picture than what we faced a year ago at the same time. Last summer, service reductions, fare increases and lay-offs were upon us. This year, however, due to unexpected revenues from a variety of different sources, Mayor Art

Agnos and the SF Board of Supervisors have allotted funds to Muni for additional operator training and service improvements. In addition, a number of projects begun last year or before will come to fruition this fiscal year. These include the completion of the H. Welton Flynn Diesel Division, Phase I of the Market St. Transit Thoroughfare Project and the J-line extension.

Other important changes are also afoot. With much sadness, we say good-bye to Dean Coffey, General Manager of San Francisco Public Utilities for the past year-and-a-half, who retires at the end of July. At the same time, we welcome newly appointed Public Utilities General Manager Thomas Elzey, a financial expert from Chicago who takes over from Coffey on July 26th.

Elzey comes at an excellent time when Muni has just been voted the Best Transit Agency in California by the California Transit League and has received the Silver Cable Car Award from the SF Visitors and Convention Bureau.

Muni looks forward to a productive Fiscal Year 1989-90. We welcome your comments and thoughts on the stories included in this issue and on any other subjects of concern to you.

Sincerely,  
William Stead  
General Manager

# Letter to the Editor

**Dear Ms. Milner,**

I am enclosing a brochure for a window product that is quite remarkable. It really works and my thought is that if it works on windows, it might be used on the buses so the writing and graffiti wouldn't stick and could be removed less hazardously. It's worth a try. Note the part of the brochure that says "industrial inquiries invited." I certainly hope this works out.

Sincerely,  
Elaine Melloy

**Dear Ms. Melloy,**

Thanks for your suggestion. Although we have a product we are using to remove graffiti from our vehicles, I have passed the brochure and your letter on to Barbara Conway, our Graffiti Prevention Manager. We appreciate your concern and idea very much.

Sincerely,  
Anne Milner  
Editor

*Please send comments and Letters to the Editor, as well as suggestions for candidates for our Passenger Profile column to Muni Times, Community Affairs, Room 222,*

# Rules of the Ride

When boarding a cable car, wait on the sidewalk. Wave to alert the gripman to stop. Cable cars stop at most corners along their routes. Cars do not stop at a few corners — look for signs warning: Do not board in this area. Board when the car has stopped completely. Use either side and watch out for traffic. Boarding is first-come, first-served. Please follow directions of uniformed Muni personnel. Once on board, do not lean out from running boards or steps. Hold handbags, cameras and other property close to you. They and you can be struck by passing vehicles. Hold on around curves. Also, beware of pickpockets!

# A Muni Salute

*Passenger Profile usually occupies this space and will return with the Fall issue of the Muni Times.*



Photo: Bill Owyang

Dean Coffey

Muni salutes Dean Coffey, General Manager of the PUC for the past year-and-a-half, upon his retirement from a 20-year-career with the City and County of San Francisco.

Coffey retires at the end of July after

having served as General Manager of the Hetch Hetchy Water and Power System, the San Francisco Water Department and San Francisco Public Utilities.

His contributions to San Francisco have been invaluable. He recently played a major role in defeating the Hodel proposal to tear out O'Shaughnessy Dam and the Hetch Hetchy reservoir, San Francisco's major water and power supply.

Coffey will return to Tuolumne County upon his retirement to resume his activities in the education field. He was formerly President of the Board of Education there and believes that education is the most important issue facing California today. However, he says he will be no stranger to San Francisco. He plans to remain deeply involved in the City and such projects as the San Francisco Conservation Corps.

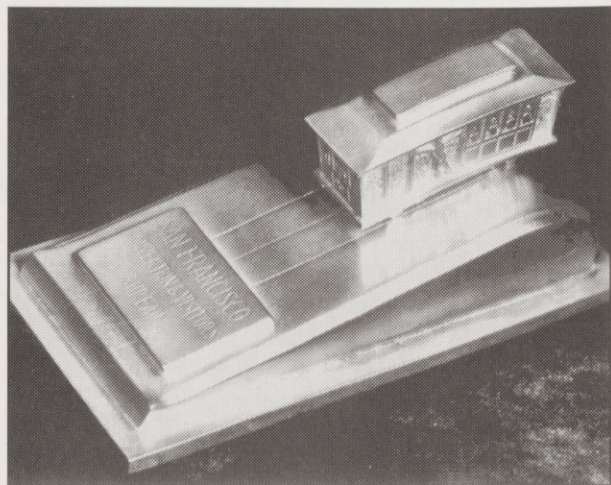
Thank you, Dean Coffey, for jobs well done!

# Awards Keep Coming

## Convention and Visitors Bureau Honors Muni

The San Francisco Convention and Visitors' Bureau has selected the Municipal Railway as the recipient of the Bureau's 1989 Silver Cable Car Award.

Each year, the Bureau presents the award to an individual or organization that has made an extraordinary contribution to San Francisco's visitor industry. Past recipients have included Tony Bennett, Willie Mays, Herb Caen, the National Park Service, the San Francisco Symphony and the San Francisco 49ers.



Silver Cable Car presented to Muni.

The Convention and Visitor's Bureau chose Muni for 1) maintaining one of the City's symbols, the cable car, as a functional visitor service, 2) serving SF's visitors for more than 75 years with one of the country's finest public transit systems, and 3) making the City and its many attractions more accessible to visitors with the creation of the Muni Passport.

Accepting the award for Muni were General Manager William Stead, PUC President Rodel Rodis, Bobbie Brown, President of the Transport Workers Union, Local 250-A, and operator Paul Shindler representing Muni employees.

# A Passport to SF

## New Transit Passes Introduced

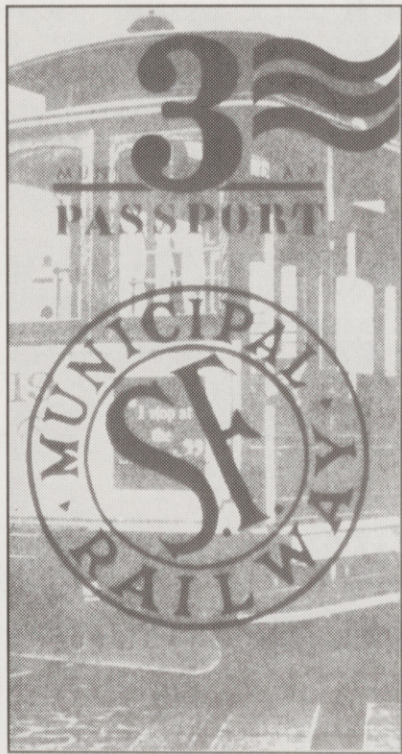


Photo: Bill Owyang

In June, Muni launched the "Muni Passport", a new concept in transit passes, designed for visitors to San Francisco. A three-day and one-day pass are now available for \$10 and \$6 respectively allowing purchasers unlimited trips on all Muni passenger vehicles, including cable cars.

The Muni Passport also

acts as a special visa for passengers, allowing discounts on admission to many major attractions and exhibits around the City. A few of these include the SF Zoo, the Academy of Sciences and the De Young and Asian Art Museums.

Passengers may purchase the Muni Passport at the Cable Car Terminal at Hyde and Beach during the summer months. Throughout the entire year, it is available from the SF Visitor Information Center at Powell and Market (lower level), the STBS Ticket Booth at Union Square, the Cable Car Museum, the "Cable Car Ticket Booth" at Pier 39, the Ghirardelli Square Information Kiosk, the City Hall Information Booth, and Muni, 949 Presidio Avenue, Room 239.

# Muni Ranked Best

## Best System in California Five Stars Means the Tops

The California Transit League (CTL), a Sacramento-based citizens group, has rated Muni as the best transit system in California. In a comprehensive look at transit agencies throughout California, CTL gave Muni its only "excellent" five-star rating in the League's recently published California Transit Guide.

The Guide rates all local California transit agencies on a one-to-five-star scale. One star is an acceptable rating, but not very convenient due to limited operating hours or infrequent service. Two stars indicate a fair system — o.k. if you're not in a hurry and of little use in the evening. A three-star system is good, with decent service in most areas but infrequent in the evening and limited at night. Four stars mean the system is very good with service frequent during the day and usable at night in most important areas. Five stars rate a system as first-class with frequent night service in all important areas. Transit Guide editor Kirk Schneider described Muni as the only system "where buses run so often that you don't need a timetable. There aren't any other systems where you can just walk to a stop and expect a bus to appear within...minutes."

CTL describes itself as the only "citizen's organization exclusively dedicated to improving local public transit in California at the state level through promoting rail transit, and compact land use, improving bus service and reducing automobile subsidies."

# A Blast from the Past

## A bit of transit history

From July 1, 1924 documents on pay rates:

General Manager of Muni	\$6000 a year
First Secretary	\$2700 a year
Janitor	\$1620 a year
Motorman ( 6 days a week)	\$5.40 a day.

# THE ROVING MUNI MIKE



# Did You Know

San Francisco has just 2.5% of the total California population, but last year Muni handled 20 percent of all mass transit trips in the entire state, using 13% of the allotted funds!



Photo: Bill Owyang

A look at work in progress inside the new H. Welton Flynn diesel facility.

# Behind the Scenes

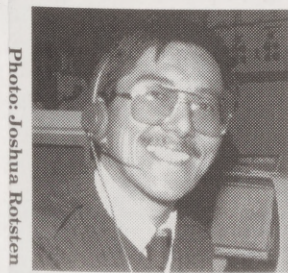


Photo: Joshua Roisten

Robert Louie, pictured left is one of four Transit Managers at Muni's Central Control. His job is to oversee the dispatchers who constantly take calls from Muni operators, mechanics, supervisors, and manag-

ers all over the City on any number of emergency and non-emergency situations.

Central Control operates 24 hours a day, seven days a week, every day of the year. Approximately 25 dispatchers and four managers handle any and all emergencies and day-to-day headaches Muni may face. These may include major accidents, fires, storms, earthquakes, violent acts on Muni vehicles or simply routine line delays and breakdowns. The dispatchers are all well-versed in each of the four vehicle modes — diesels buses, trolley coaches, light rail vehicles and cable cars. They rotate responsibility for the radio consoles, Central Control's direct connection to on-street vehicles.

Louie describes Central Control this way: "Central is where the action. Everything goes through Central Control first. It's the heart of Muni. The four managers are like the valves of the heart, the dispatchers are like the white blood cells, always hurrying to deal with problems that can affect the whole organization."

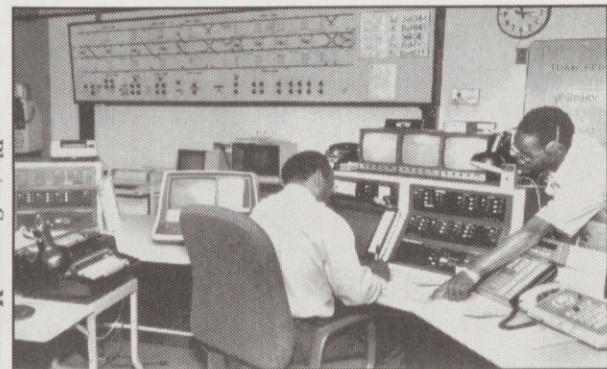


Photo: Carmen Magana

Muni Central Control

# Fast Passes & Flowers

## A formidable pair!

Harold Hoogasian of Hoogasian Flowers on Lombard Street has undertaken a one-of-a-kind campaign to promote public transit in San Francisco. Any person who presents a Muni Fast



Photo: Bill Owyang

Harold Hoogasian

Pass when buying flowers will get \$1 off any purchase over \$10. In addition, Hoogasian will give a rose to anyone who shows a Muni Fast Pass or transfer.

As part of the campaign to publicize Hoogasian's support for public transit, KKHI radio has been advertising this special offer. Hoogasian wants more people to leave their cars at home and use public transit, particularly the clean-running trolleys, cable cars, and light rail vehicles, as a means of reducing air pollution in SF.



# On the Move

## 76-Headlands — Don't miss it!

If you sometimes look longingly across the SF Bay to the Marin Headlands and wish you could get out of the City, take heart — and take the 76-Marine Headlands.

The 76 is Muni's only line that travels over the Golden Gate Bridge to Fort Cronkhite in Marin County. It's a trip you'll be glad you took. With sweeping views of the Pacific Ocean, the Headlands and San Francisco Bay, the 76 gives you a little taste of paradise.



Photo: Bill Owyang

### *The 76-Headlands in Marin.*

The 76 leaves from the Caltrain Depot at 4th and Townsend on Sundays and some holidays only for a trip through the City, along Lombard Street, Doyle Drive and over the Golden Gate Bridge to the Fort Cronkhite parking lot. Hours of service are from 9:30 a.m. to 6:30 p.m. on days the 76 operates.

It's a trip you'll tell your friends about!

## Credits

MUNI TIMES is published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to the Muni Times, Room 222, 949 Presidio Avenue, San Francisco, CA 94115.

**Editor:** Anne Milner

**Assistant Editor:** Sheila Mullen

**Photography:** Bill Owyang, Carman Magana, Josh Rotsten

**Design/Typography/Layout:** N Graphic and Macaroni Consulting

**Printing:** PUC/Muni Reproduction

©San Francisco Municipal Railway, 1989

# New PUC Chief Named

## Thomas Elzey takes over on July 26th

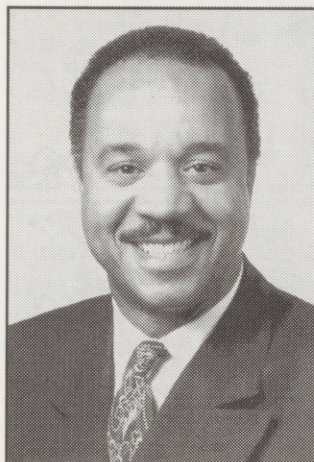


Photo: Bill Owyang

*Thomas Elzey*

Mayor Art Agnos has appointed Thomas Elzey, a finance and management expert from Chicago, to head San Francisco's Public Utilities. Elzey will replace Dean Coffey, who retires at the end of July.

As General Manager of San Francisco's Public Utilities, Elzey will oversee three main city departments — the Municipal Railway, the Water Department and the Hetch Hetchy Water and Power System.

Elzey's financial career spans more than a decade. He started out as a budget analyst with the Congressional Budget Office in Washington D.C., then moved on to President Reagan's Office of Management and Budget as Deputy Branch Chief. He subsequently returned to his native Chicago where he became Budget Director of that city's Office of Budget Management. He was instrumental in upgrading Chicago's revenue estimating system. He is widely regarded as having produced the clearest and most understandable budget picture in Chicago history.

Elzey will play a key role in San Francisco city government. He is known for having initiated policies promoting minority and women-owned businesses in Chicago and will most certainly continue in that tradition in SF. He holds a Bachelor of Science in Economics from Bradley University in Illinois and a Masters of Science in Public Management and Policy from Carnegie-Mellon University in Pittsburgh.

The Municipal Railway welcomes Thomas Elzey and looks forward to working with him.